

## CURRENCY BILL IS STRONG FAVOR

Chamber of Commerce of United States Shows 307 for and Only 17 Against.

## MAKE SEVEN SUGGESTIONS

Acting Upon Invitation for Criticism of Bill, Committee Makes Recommendations.

Detroit, Mich., October 14.—The greater part of today was devoted to recreation by the directors of the Chamber of Commerce of the United States, who are meeting here to discuss important legislative matters and business conditions in general.

As guests of the local board of commerce, the visitors were entertained at local manufacturing institutions throughout the afternoon, and tonight a banquet was given in their honor. It was announced to-day that the referendum vote taken among subsidiary organizations of the Chamber of Commerce of the United States was overwhelmingly in favor of currency legislation which now is pending in Congress.

The board of directors of the chamber to-day completed the revision of the bill, and found the sentiment of the business men's organizations strongly in favor of the report of the committee. The vote cast being 307 for and 17 against. The committee report stated:

"It regards the measure as a piece of constructive legislation and believes that it embodies in a more desirable form the necessary to provide the nation with a safe currency and banking system. In view of the fact that the measure is the result of the committee's study and suggestions, we are prompted to point out wherein the proposed bill may be materially improved and strengthened."

**Recommendations.**  
In accordance with this statement, seven recommendations were submitted for separate vote. All these have been approved by large majorities. The separate recommendations are as follows:

1. In favor of the increase of the Federal Reserve Board to nine members, the two additional members to be chosen by the original members, subject to the approval of the President, that compensation of the governor and vice-governor to be fixed by the board itself.

2. The creation of the Federal Reserve Bank to be elected by the regional reserve banks, the president and vice-president of the council to reside in Washington and to sit at the Federal Reserve Board, but without vote, their salaries to be fixed and paid by the banks.

3. That in the creation of the Federal Reserve Bank, the Federal Reserve Bank be made at present central reserve cities, and in future the number to be increased gradually by the Federal Reserve Board as in their judgment conditions warranted.

4. Concerning note issues: That restriction of the issue of Federal Reserve notes to \$100,000,000 be eliminated; that interest on Federal Reserve notes be eliminated; that it be made unlawful for any Federal Reserve Bank to pay out any notes but its own, the notes issued being given an identifying number.

5. That Federal Reserve notes should not be obligations of the government, but should be guaranteed by the United States, and that they shall be redeemable by Federal Reserve Banks and not at the Treasury of the United States.

6. That Federal Reserve Banks mutually guarantee the Federal Reserve notes by providing that each bank shall become a first and permanent lien upon the combined assets of Federal Reserve Banks.

7. That the reserve requirements of the Federal Reserve Bank be modified and reduced for the country banks and banks in reserve cities.

The board of directors has requested an opportunity to be heard before the committee for the purpose of presenting the opinions recorded.

**Hoster Not Completed.**  
Chicago, Ill., Oct. 14.—The roster of the American League ball players for the 1914 season will be completed today, with the New York Giants and other National League players not included in the roster. Secretary Griffith of the White Sox expected that it would be. It is likely a dozen members of the Sox will be included, and a number of others are expected.

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**ORANGEINE**  
(POWDERS)  
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ADDICTIONS CAN BE CURED

Our proposition: "No Cure, No Pay." We will take any case of liquor or drug addiction and guarantee a cure in from ten days to three weeks, according to physical condition of patient. You don't pay us a penny until you are cured. We administer the original Dwyer treatment, which is a last word in science has to offer for the cure of these diseases. Write for confidential information and references.

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Careful investigation will prove that if we fill the prescription, the glasses will be accurate, comfortable and becoming.

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Is extended to YOU to come to our store and let us show you the different models of the

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You'll not be urged to buy; we only want the opportunity of explaining to you how easy it is to own one of these wonderful machines.

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Oldest Music House in Virginia and North Carolina.

## AMERICANS LEAD IN RALLON PAGE

Victory in Bennett Cup Contest Lies Between the Uncle Sam and the Goodyear.

(Special Cable to The Times-Dispatch.)  
Paris, October 14.—The Bennett cup race for the Gordon Bennett cup lies between the American balloons Uncle Sam, piloted by H. E. Howell, and the Goodyear, piloted by Ralph Upson. When last sighted the Uncle Sam was over the Seine-Est-Lure department, and while the balloon was drifting along it was believed that it had been sighted by a Frenchman.

Howell's balloon, which was forced to give him a safe lead over his competitor. A favorable breeze, however, would enable the Goodyear to reach England and probably win the race. The last report received of the Goodyear was when it was sighted by the Channel Islands. Whether it was on one of the Channel Islands or made England depends entirely upon the wind.

The Austrian balloon, piloted by Lehner, later report states that Lehner was forced to land as the balloon was fast losing buoyancy, and he feared to attempt the flight across the Channel.

The other British balloons have landed after covering 100 miles or less. Nine of these landed in Britain or Germany during the last twelve hours.

## M'GUIRE'S DEFEATS SCRUBS AT ASHLAND

Northern, Bruce and Hammond Star for the Local Boys.

Good Game.

Chicago, Ill., Oct. 14.—In one of the prettiest football games ever seen on the Handolph-Macon gridiron, McGuire, defeated the Handolph-Macon scrubs by a score of 7 to 0 to-day.

Hammond and Bruce starred for the visitors, and Christian and Dudley for the local squad. Their tackles and long runs were cheered by the spectators.

It was a hard-fought game, as the teams were evenly matched. In the second quarter, the scrubs were unable to tackle, and their offensive work was poor in the first quarter, but after McGuire's made a touchdown, they seemed to wake up, and from that time to the end of the game they played like demons, but were not able to overcome the lead that the visitors had gained.

At one time only did the scrubs look dangerous, and that was when they were gradually pushing the McGuire line down, but a forward pass was their downfall. When they tried it the opposing team intercepted it and went for twelve yards before they downed, but they soon lost it on downs. It was in the second quarter, when the McGuire line took a brace and called a kick formation which was a fake, and from that time until the touchdown they pushed the scrubs down, who were unable to stop them until they had crossed the line for a touchdown. Northern made the touchdown and Bruce kicked an easy goal, making the score 7 to 0, in favor of McGuire.

The last two quarters were hard-fought, but neither side was able to score.

The line-up and summary:  
McGuire's Position: R-M Scrubs, Hammond, left end, Christian, Milton, left tackle, Manary, Addison, left guard, Steller, Craven, right guard, Bailey, G. Hammond, right tackle, Hudgins, Leach, right end, McWilliams, Northern, quarter back, Compton (Midget).

Baldwin, left half back, Richardson (Brown).  
James, full back, Dudley (Coggill).  
Bruce, right half back, York (Oast).

Summary: Score—McGuire's, 7; R-M Scrubs, 0. Touchdown, Northern. Kicked goal, Bruce. Time of quarters, 8 and 10 minutes. Officials—Referee, Vaughn, Umpire, Lipscomb. Timekeepers, Barrow and Brown. Head linesman, Scott.

**LEWIS IN BAD SHAPE.**  
Pugilist Thought to Be Suffering From Bloodlet on Brain.

Philadelphia, Pa., October 14.—Harry Lewis, the welterweight pugilist, is in very bad shape at the Pennsylvania Hospital, following his knock-out by Joe Bonomo last night at the hands of Joe Bonomo. His physicians think he is suffering from a bloodlet on the brain and from the effects of blows of Bonomo. Lewis acknowledges that he was not in good shape when he entered the ring. Bonomo, Frank O'Brien, Louis Jacobs and Herman Hansen, the seconds of last night's bout, were arrested and released under \$200 bond to await the result of Lewis's injuries. In the meantime the police are making an investigation to ascertain if the officials of the Olympia are in any way liable.

**VIRGINIAN FINED \$200.**  
Railway Charged With Violating Safety Appliance Act.

(Special to The Times-Dispatch.)  
Lynchburg, Va., October 14.—Judge McDowell, in the Federal court, to-day fined the Virginia Railway \$200 for violating the Federal safety appliance act by using handbrakes on a heavy-laden coal train on a heavy grade instead of using the air brakes, with which all the train was equipped. At the trial of the case here a month ago the railway attempted to establish that the handbrakes were safer on the grade in question than air, and that they had not violated the law. The case was submitted on briefs, and as grounds have been laid for an appeal, it is not unlikely that the railway will make an effort to have the question reviewed by the higher courts. The question is one of great interest to the Virginians, as that road is rated as one of the heaviest tonnage per train in the world.

## MASTER TELLS OF LOSS OF HIS SHIP

Captain Inch Describes Burning of Volturino in Graphic Language of Seaman.

## MEN CAUGHT IN FIRE TRAP

Explosions Occur, Lifeboats Are Crushed and Passengers Leap Into Sea for Safety.

New York, October 14.—Captain Francis Inch, whose steamer, the Volturino, was burned at sea with the loss of 135 lives, to-night told his story of the disaster. It is a plain seaman's tale, but in it, line by line, the horrors of the disaster and the terrible ordeal through which passengers and crew passed are brought out all the more clearly, perhaps, because of the marked directness and simplicity with which the story is told.

From its beginning, where the outbreak of the fire, which spelled the doom of the Volturino, is recorded, the narrative runs without the apparent omission of any salient fact, but to the point where the blazing ship was abandoned, the last remaining passenger taken off and the captain and what was left of the crew boarded the waiting Kroonland.

**Men Caught in Fire Trap.**  
Captain Inch, however, does not say what caused the fire, reporting simply that the chief officer advised him ten minutes before 7 o'clock the morning of October 3 of its existence below, and that later, the flames had burst through the forward hatches and were rapidly spreading.

Although all possible measures were taken to save the ship, the captain's story shows that even then it was too late to save the watch below. The men were trapped in the forecastle and burned to death.

**Situation Is Desperate.**  
Then came explosions which wrecked part of the midship section of the steamer. The situation plainly was becoming desperate. The call for help by wireless had not come as soon as the flames shot through the forward hatches, and the crew was doing its best to stay the progress of the blaze.

When looked at, the captain's vision of the ship was a picture of horror. The flames had now reached the mainmast, and the sea was running high and the Volturino was rolling heavily. The captain had boats prepared, and he ordered the crew to get ready to launch them.

Boats Nos. 1, 3 and 5 were smashed. The simple way Captain Inch describes the first result of the attempt to launch the boats. But Chief Officer Miller's boat got away, and although she capsized, throwing everybody out, she eventually righted, and Miller and several of the crew got aboard her.

**Boats Disappear.**  
Another boat, described as No. 6, commanded by Fourth Officer Langslett, also got away filled with stowaway passengers. Captain Inch knew nothing of the fate of these boats, and so far as is known, no one else does, although a widespread search for them has been made by steamers that were on the scene shortly afterward and other boats which were in the vicinity. They have been discovered, and they probably are lost with all on board.

Captain Inch describes the arrival of one of the rescuing craft, summed up by the words, "The Kroonland worked until 11 o'clock at night when the fire had progressed so far that the magazine on the bridge, containing signaling rockets and lights, blew up, carrying away the aerial apparatus and the wireless men, and the men to cease their efforts."

**Some Jump Overboard.**  
The Volturino's master describes the progress of the fire through the night, and when the rescue steamer came up and had failed to rescue the men, the captain and crew were heavy weather, to get boats to the burning liner, some passengers jumped overboard and were picked up by the attending craft. By midnight, the fire had reached its peak, and the fire had been kept from the passengers, the captain says, and there was no panic.

Fearful that the fire might before daylight burst through the after decks and reach the engine room, the captain came up and had failed to rescue the men, the captain and crew were heavy weather, to get boats to the burning liner, some passengers jumped overboard and were picked up by the attending craft. By midnight, the fire had reached its peak, and the fire had been kept from the passengers, the captain says, and there was no panic.

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water with cabin passengers and stewards, in charge of the chief officer, H. P. Miller. After this boat left the ship

capsized, throwing her occupants into the water. She afterwards righted herself, and several of the crew got back into the boat, the chief officer being one of them. No. 6 boat was lowered and got away safely, filled with stowaway passengers in charge of Fourth Officer Langslett. Number 7 boat, on being lowered, was caught under the stern of the ship, the boat being completely wrecked.

**Hope Is Renewed.**  
Meanwhile, the chief engineer, two seamen and myself fought the fire and apparently subdued the flames. I gave orders to send no more boats away, as I had received word from the Carmania that she was hoping to be with us by 11 A. M. Lifeboats were served out and put on each passenger. Food was served out to them.

"At 9 A. M. the bunker was found to be ablaze. It being impossible to stop the fire in the bunker on account of the water-tight doors being closed and water poured down the No. 2 hatch onto the fire, but the fire was gaining all the time.

**Boats of the Carmania.**  
"At 11 P. M. the Carmania arrived and lowered a boat, but could not reach the ship on account of high sea. Asked Carmania to look for No. 2 boat. The Carmania's search was fruitless, and the boats which could not reach us. About 3 P. M. the Carmania returned and tried to reach the ship with life rafts, but all drifted past our bow too far away.

"Several steamers arrived by dusk. The Kroonland put away boats which made four attempts to come alongside, but were swept away each time.

"At 9:30 P. M. the saloon and chart house were flaming. The deck, bridge and all before the funnel were blazing fiercely. Pumps and dynamos stopped for want of steam. Men worked with the accumulators until 11 P. M., when the magazine on the bridge blew up, carrying the aerial away.

**Passengers Leap to Safety.**  
"Several boats, by this time, were lying off the ship, and induced passengers to jump, and they were rescued by boats. At 12 midnight the weather was overcast and squally, and the sea was running high, and too dark for boats to see. The fire meanwhile worked through the women's stateroom to the after end of the ship, but we kept knowledge of this from the passengers, who were quiet throughout the rest of the night.

"The chief engineer, the Marconi men and seamen and myself spent the night making small rafts in case the fire burned through the deck before daylight.

**Passengers Disembark.**  
"At 5:35 A. M. the first boat arrived. Weather and sea having moderated, the boats were enabled to come alongside, which enabled passengers to embark quickly. All the steamers sent boats. Now we were enabled to lead away the passengers and our baggage. The passengers left in a very orderly way, and there was no panic, women breaking down and crying when help came alongside, and all were off the ship by 7 A. M. The 400 passengers I searched the ship myself and found no one else on board, so decided to abandon her, as the No. 3 hatch was too high by now, so with remainder of crew embarked on the Kroonland.

"Nothing at all has been heard of the two missing boats. Passing vessels were asked to keep a lookout for them.

**Expressed Gratitude.**  
"I wish to express my heartfelt thanks and gratitude to the captains of ships who stood by; also to the officers and crew who came to our assistance, for their brave and enduring efforts in their endeavor to come alongside the ship; also to the passengers of the Kroonland for their kindness to the rescued passengers, engineers and crew who were left in the ship, and doing everything for us."

"Following are the names of the steamers that came to our assistance: Carmania, Grosvenor, La Touraine, Astor, Narragansett, Seydlitz, Minneapolis, Devonian, Carat, Japannack, also one other steamer."

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or without wireless. The ship was abandoned in latitude 43.30 north, longitude 33.30 west."

**Story Comes by Wireless.**  
Captain Inch's story to-night came by wireless from the Kroonland, which is bringing him and other survivors to the shore. The Kroonland may not reach here until Thursday or later, as she had a mishap to a shaft and is proceeding slowly. The captain's message was sent to the press through the Kroonland's wireless. Company's office here, having been prepared and sent for that purpose at their request. The Red Star Line officials co-operated in getting the captain's story as promptly transmitted.

It is possible that the total of dead in the disaster may show heavily, when the lists are balanced. To-day Passenger Agent Chairman of the Transatlantic Line here, said his figures showed that 47 persons sailed on the Volturino, including twenty-four cabin passengers and twenty-nine crew. His lists showed that 433 persons had been accounted for, leaving 131 on the missing list.

**Others Coming In.**  
It was announced tonight that the North German Lloyd liner *Adriatic*, leaving forty-five survivors of the Volturino, will stop at Philadelphia before proceeding to Baltimore, and that she should dock at Philadelphia some time Wednesday.

The steamer *Grosvenor*, Kurlfurst, with 105 survivors on board, is due here tomorrow morning. The rescued passengers who cannot be allowed to land without the usual examination of immigration officials to-day have been given passes and sent for that purpose at their request. The Red Star Line officials co-operated in getting the captain's story as promptly transmitted.

**HUNDREDS DEAD IN MINE.**  
Aftermath in Welsh Colliery Explodes, Causing Catastrophe.

Cardiff, Wales, October 14.—More than 400 Welsh coal miners perished in the aftermath of a fire and explosion in the Universal Colliery near here to-day. A terrific explosion shattered the works shortly after 931 men had descended into the pit.

It was at first stated that the day shift was composed of 740 men, but later the larger figure was given out by the officials. About 500 were brought to the surface alive by rescue parties up to noon, and the managers of the mine then expressed the opinion that there was no further hope for those who remained below.

The men brought to the surface were found on the east side of the mine, where the ventilation remained fairly good. On the west side, where the explosion occurred, first soon after the disaster, and the rescue parties were unable to make any progress.

The officials of the mine found it necessary to call a detachment of police to keep back the women and children who crowded around the entrances in hopes of obtaining some news of their relatives.

Most of the rescued men presented a pitiable appearance. Nearly all were suffering from burns, shock or the effects of poisonous gases.

**COMPLIMENT CANAL MEN.**  
Government of Zone Will Be Left With the Commission Temporarily.

Washington, October 14.—Until the commerce of the world actually is flowing smoothly through the Panama Canal, no change in either the government of the big waterway or in the government of the Canal Zone will be made. This became known to-day.

It developed also that through this day the Panama Canal Commission planned to pay a delicate compliment to the men who have accomplished the herculean task of joining the oceans by giving them the opportunity to enjoy the fruits of their labors.

Congress has provided for a civil government in the zone, but for the time being its control will be left to the Isthmian Canal Commission and the army engineers.

**MAY SIT AT NIGHT**  
Senate Banking and Currency Committee to Hear Bill.

Washington, October 14.—If necessary, the Senate Banking and Currency Committee will hold night sessions to hear all witnesses listed to discuss the proposed currency bill, in order to close the hearings October 25.

The committee to-day received its list of witnesses and agreed to hear H. Parker Willis, who acted as expert witness in the case of the proposed currency bill, in addition to the witnesses already scheduled. When the hearings are closed the bill will be taken up for amendment.

The committee this afternoon worked late getting views of country bankers. After members of the delegation appointed by the conference of country bankers at Boston last week had been heard, the committee heard the views of Robert H. Tremaine, of Illinois, N. Y., and James H. Perkins, of Albany, N. Y., who presented the views of the New York State Bankers' Association. They generally endorsed the bill, but urged that the Federal Reserve Bank be established in New York, and that the Federal Reserve Bank be established in New York, and that the Federal Reserve Bank be established in New York, and that the Federal Reserve Bank be established in New York, and that the Federal Reserve Bank be established in New